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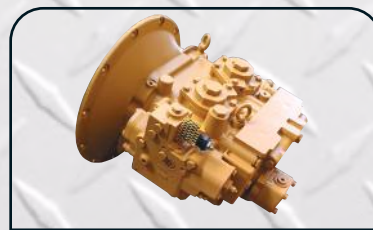


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Last month, I threatened to write about my utes after describing my car ownership experiences, so here they are. I hope you find my trek from a 1951 model to 2024 interesting.

My first was a Ford V8 Pilot, cut down from a car into a flat deck ute, as was the habit back in the day. It was quite a few years older than me but with its Mercury side valve engine burbling under the bonnet, it was a sure-fire chick magnet for a 16 year-old in the 1970s.

I blew it up and sold it for just enough to insure my first car, but this is about utes, so after a brief stint with a 1954 International AR110 with a 20-litre tin can in the cab for a fuel tank, I bought a 1971 CF Bedford, then a 1974 Holden HQ, both of which I did up and sold for a small profit while I was still an apprentice diesel mechanic.

My first really nice ute was a 1978 Holden HX (I think?) and with its radial tuned suspension it was a great drive, and drive I did down to the Patea dam site almost every day to keep a crusher running.

Next was a Toyota Landcruiser FJ45, which seemed to be indestructible no matter how I abused it, getting stuck and unstuck, getting to service my growing fleet of machines out in the field or dragging others out of bogs.

It was an incredible vehicle as a single cab flat deck ute, but lucky it was the good old days because my fuel bill running from New Plymouth to the Kapuni gas site earthworks I was doing used to even have the garage owner's head spinning.

She had a big inline petrol six, but still had a queue waiting to buy her. I went cold turkey on utes for quite a few years, using things like a Holden Jackaroo, Holden and Falcon Fairmont wagons, but then in 2004, I met the GMC.

The late Terry Gray traded it in on a Nordberg crusher he bought from me, and it was only two years old. It was a 2500HD model set up specially for heavy duty towing and hauling and what a beast it was – 4x4 with an 8.1-litre petrol

V8 Allison transmission and thundering exhaust note. I could write a book about that ute and our exploits in it all on its own. Maybe one day I will, because I simply cannot bring myself to part with it.

Only today after 20 years of ownership I rolled her around to the testing station and yet again she went straight through. Maybe young blokes don't get it like I do but when I roll down the window and give her a boot its pure love coming out the pipes.

Still, I bought a brand-new VW Amarok Aventura with a 3-litre turbodiesel and leather seats. It is just like a luxury car – goes like one, handles like one, pulls like a train, is cheap to run and very comfortable on long trips.

Its gadgetry means it's pretty good off road too and a great tool for rabbit hunting at night. The trouble with it was I've been spoiled rotten with more rugged utes and this just couldn't hack it in that regard. It's dinged, dented, scratched, scraped, and generally was deteriorating rapidly under my dubious care. So, it was gone.

Now I have a Jeep Gladiator ute with a stainless-steel canopy. I've had it two years now and it is the best of all worlds. It's designed right – no dings, dents or scratches, takes ages to get dirty, goes anywhere with an aplomb, which just means if the gap's wide enough you drive through it.

It is the Overland model so has all the bells and whistles, leather seats and all. Even after two years I'm still finding funny little details around it. Like, if you wanted, the whole roof comes off in stages and even the windscreen lies down flat on the bonnet, and you can drive around like you're on an African safari looking for a Cape Buffalo to chase.

It's the cleverest and on a par with the old FJ45 Landcruiser for toughness and its more practical and cheaper to run. Did I mention the SsangYong? No, I didn't think so.

Gordon Burnside



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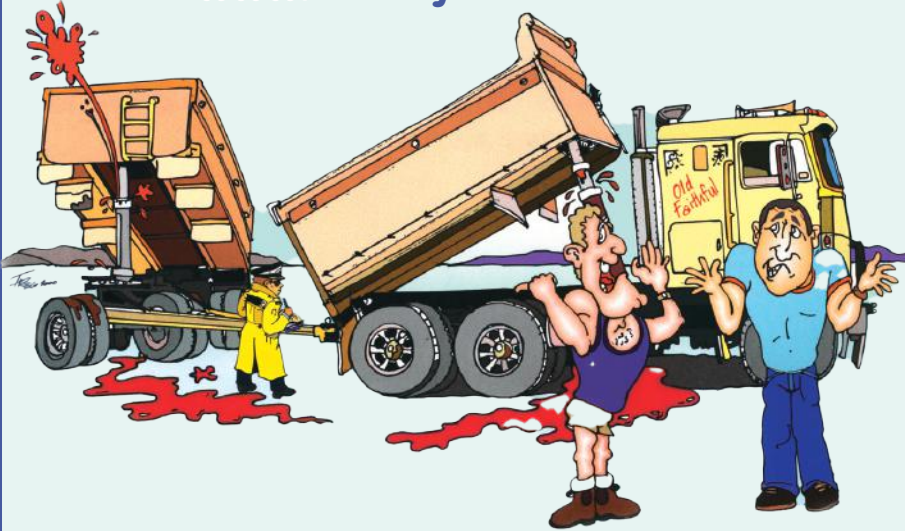
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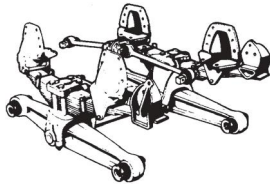
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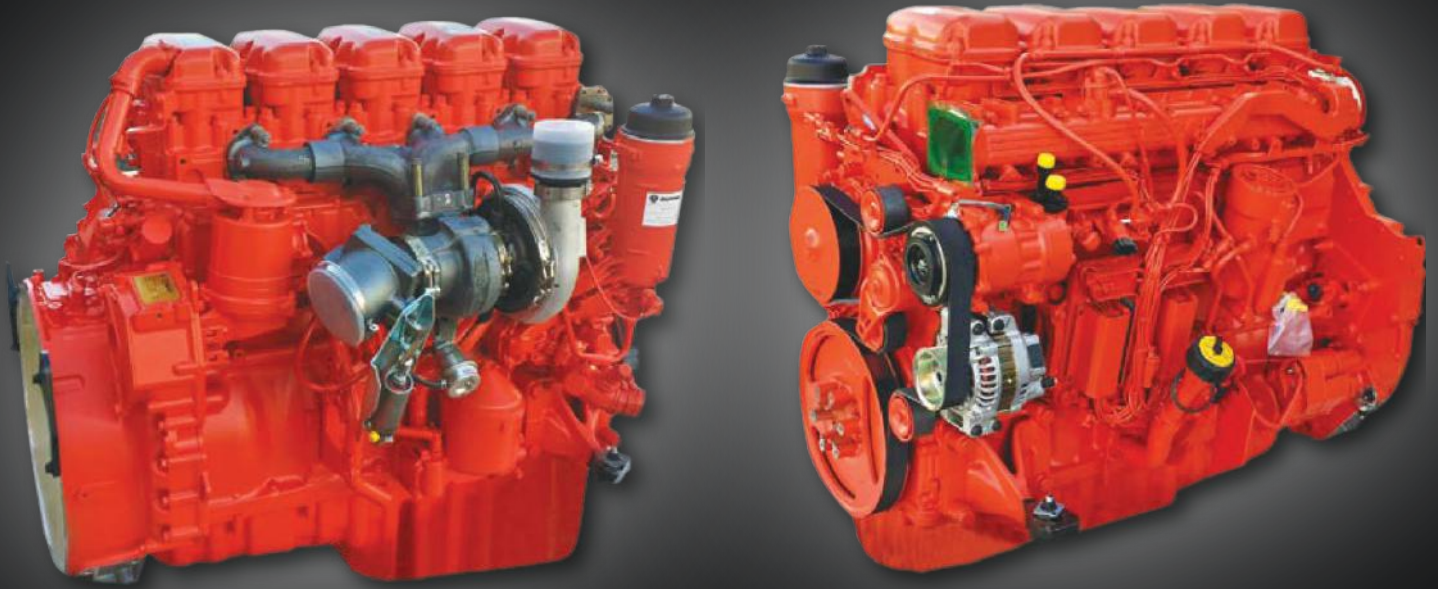


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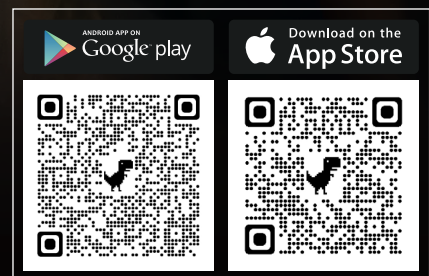
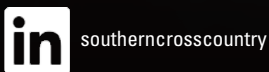
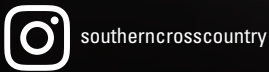
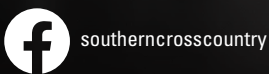
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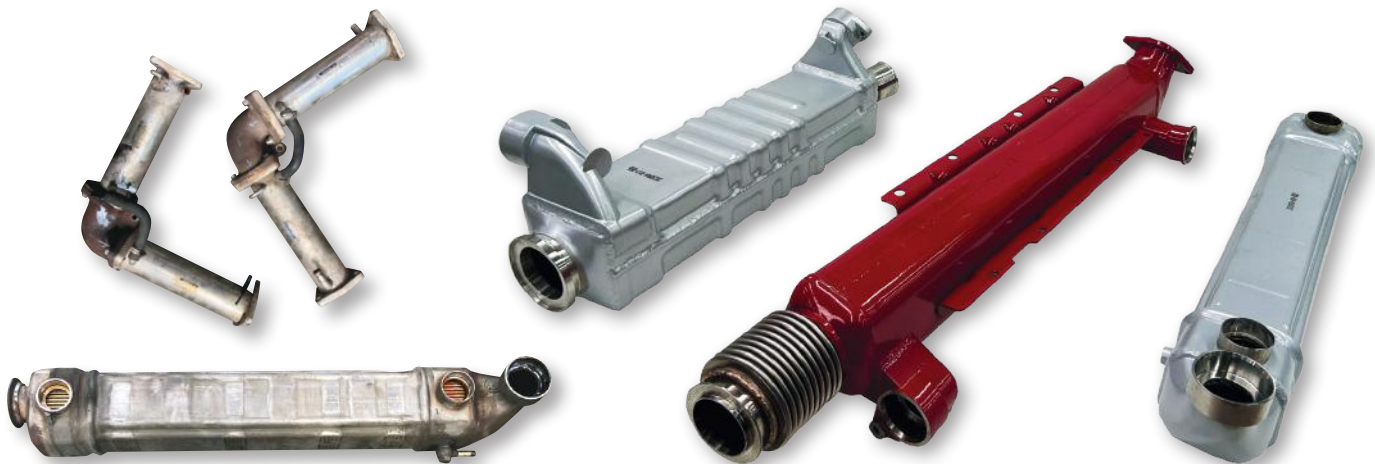
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